Recommendations of Railway Safety Commission

††1025. SHRI SHIBU SOREN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway Safety Commission has levelled an allegation that Railway administration is not implementing its recommendations for making rail operations secure;

(b) if so, the details thereof:

(c) the details of recommendations of the Commission;

(d) the suggestion given by the Commission regarding the technique of welding of rail tracks;

(e) whether the said suggestion has been implemented;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (e*)* No, Sir. Most of the recommendations made by Railways Safty Commission are accepted at various levels by Railways. *It* ease, fome major recommendations are not accepted on operatic"? Administrative or financial consideration, those are discussed with Chief Commissioner of Railway Safety and a solution is reached by onsensus.

(c) to (g) A statement is Attached.

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†Original notice of the Question was received in Hindi.

Statement

The recommendations regarding the technique of welding of rail tracks and the status of their implementation, is as follows:

Recommendation	States of Implementation
l.(i) No defective welds should permitted to go to the field, Flash Butt Welding plants.	Instractions in this regard, have be aleady been issued to all the from the Raileays.
1. (ii) Weld trimmers should essentially from a part of the welding plant production line.	Weld trimmer has already been included in the list of essential equipment, to be provided in a Welding Plant, and the instructions form a part of the Welding Manual.
l.(iii) Pre and post straightening machines should be available in the flash butt welding plants.	The machines have been included as standard equipment to be provided in the Welding Meaual for Flash Butt Welding of roll
i.(iv) All Flash Butt Welding should have Etectronic type writers, so that, the entries in the certificates are legible.	Instrctions since issued to an the Plants Railways.
l.(v) No A.T. welding should be without block protection without a minimum block of minutes, from tine to	The instructions form a part of done the manuals and are also and reiteraled in various meetings, 60 time.
2.(i) USFD testing of all rails at Bhilai Steel Plant should be ensured.	On line USFD testing machine has since been provided in the Bhilai Steel Plant and all the rails are bong ultrasonically tested before dispatch.

Recommendation	Status of Implementation
2.(ii) Turn outs and SEJS should be ultrasonically tested. V;	RDSO is likely to issue detailed instructions in this regard, very shortly.
2.(iii) Need Based Concept of USFD Testing of rails should be implemented quickly and the railways should create necessary infrastructure, for this purpose E routes, also.	All the railways have already implemented the Need Based Concept of USFD Testing of rails on A, B & D routes and efforts are on to implement it on C and

Broad Gauge in Bundi-Deogarh Sector

1026. SHRI SANTOSH BAGRODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a survey has been done for laying broad gauge line in Bundi-Deogarh sector in Rajasthan;

(b) if so, what is the status in starting the work for the same;

(c) whether it is a fact that the above broad-gauge line from Bundi to Deogarh via Hindoli, Jahajpur, Shahapura, has been covered for financial survey in 1989-90;

(d) whether it is also a fact that the financial survey has recommended these sectors to be more profitable; and

(e) if so, the reasons for delay in starting the work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (e) A survey for construction of new line from Kota to Deogarh via Lambiya, Shahpura, Jahajpur, Hindoli & Bundi was done during 1987-88. The survey report revealed the cost of 272 kms long line would be 122.63 crores with negative rate of return. In view of grossly unremunerative nature of the project and acute constraint of resources for new line projects, this project could not be taken up.